* 1. WHEN POINTS FREE TO OPERATE.
* 2. DOES NOT REPLACE SIGNAL.
* 3. TEMPORARY APPROACH CONTROL.
* 4. TRACK CIRCUIT CLEAR PROVES SIGNAL "ON" & ALIGHT OR SECTION AHEAD CLEAR.
* 5. SIGNAL WHEN OPERATED TO BE REPLACED BEFORE SIGNAL IN REAR WILL CLEAR FOR A SECOND TRAIN.
* 6. PROVISION FOR AUTOMATIC WORKING.
* 7. PRECEDING SHUNT.
* 8. KEY RELEASE PROVIDED.
* 9. EFFECTIVE FOR ONE CLEARANCE ONLY.
* 10. AUTOMATICALLY DELAYED RELEASE.
* 11. RELEASED BY SHUNTER'S PLUNGER.
* 12. EFFECTIVE FOR ONE TRAIN MOVEMENT ONLY OR TIME RELEASE OPERATED.
* 13. TRACK CIRCUIT WHEN OCCUPIED, PLACES & MAINTAINS BLOCK INDICATORS TO "TRAIN" ON LINE.
* 14. SIGNAL REMAINS CLEAR WHEN CLOSING SWITCH "OUT."
* 15. SIGNAL & INDUCTOR NORMAL.
* 16. SUPPRESSION INDUCTOR NORMAL.
* 17. PREFERRED ROUTE.
* 18. PLACED TO DANGER & MAINTAINED NORMAL BY OVERRIDING CONTROL SWITCH.
* 19. SET TO WORK AUTOMATICALLY BY OVERRIDING CONTROL SWITCH.
* 20. SEALED RELEASE PROVIDED.
* 21. DETECTION ONLY.
* 22. PROVISION FOR EMERGENCY REPLACEMENT.
* 23. PROVISION FOR REPLACEMENT.
* 24. TO BE SET & LOCKED BY INDIVIDUAL POINT SWITCH.
* 25. SET BUT NOT LOCKED.
* 26. TRACK CIRCUIT CONTROL RELEASE PROVIDED.
* 27. CONTROLLED BY TRACK CIRCUIT INTERRUPTER AT OVERLAP CATCH POINTS.
* 28. SIGNAL REPLACED BY TREADLE.
* 71 AT TIME OF CLEARING
* 31 REQUIRES (BARRIERS DOWN, CROSSING CLEAR BUTTON OPERATED & RELEASED).

*1 THIS DOES NOT APPLY TO SIGNALS:—A175, A178, A181, A183, A185.

*2 EXCEPT SIGNAL A261; THE FAILURE OF THE RED, FIRST YELLOW OR GREEN OF WHICH, PLACES SIGNALS 17 & 36 TO RED.

N = NON STOPPING TRAIN.
S = STOPPING TRAIN.

GENERAL NOTES

PRECEDING SHUNT SIGNALS.
AUTOMATICALLY SET BY RUNNING SIGNAL.
AUTOMATICALLY RESTORED AFTER RUNNING SIGNAL USED.
HELD OFF UNTIL TRAIN PASSES SIGNAL.
FACILITIES FOR EMERGENCY REPLACEMENT PROVIDED.

FILAMENT FAILURE.

*1 THE FAILURE OF BOTH FILAMENTS OF THE RED, 1st. YELLOW OR GREEN ASPECTS OF A CONTROLLED SIGNAL PLACES THE SIGNAL IN THE REAR TO RED.
THE FAILURE OF BOTH FILAMENTS OF THE RED, 1st. YELLOW OR GREEN ASPECTS OF AN AUTOMATIC SIGNAL PLACES THE SIGNAL IN THE REAR TO RED IF THE SECTION AHEAD IS "OCCUPIED" & TO 1 YELLOW IF IT IS CLEAR.

SIGNAL "ON" PROVING.
THE FAILURE OF A CONTROLLED SIGNAL TO RETURN TO "DANGER" MAINTAINS THE SIGNAL IN THE REAR AT RED.

*2 THE FAILURE OF AN AUTOMATIC SIGNAL TO RETURN TO "DANGER" MAINTAINS THE SIGNAL IN THE REAR AT RED UNTIL THE SECTION AHEAD IS CLEAR.

UNWORKED TRAILING POINTS.
NORMAL DETECTION OF UNWORKED END OF CROSSOVERS INCLUDED IN NORMAL DETECTION OF WORKED END.

CONTROL OF REMOTE INTERLOCKING HAVING AN EMERGENCY OVERRIDING CONTROL SWITCH.
ALL SIGNALS AT A REMOTE INTERLOCKING ARE PLACED TO DANGER WHEN THE OVERRIDING CONTROL SWITCH IS TURNED TO "ON." WHEN THE SWITCH IS TURNED TO "AUTO" THE ROUTES DEFINED BY * 19 ARE SET & WORKED AUTOMATICALLY.
ALL THE OTHER ROUTES DEFINED BY * 18 IN THE INTERLOCKING ARE MAINTAINED NORMAL.

*3 ADDITIONAL CONTROLS FOR AUTOMATIC SIGNAL A176:
REQUIRES SIGNAL ET 41/42/43 ALIGHT AND TPWS NOT FAILED

*200 SIGNAL ALIGHT AND TPWS NOT FAILED

GILLINGHAM LEVEL CROSSING.
CONTROL TABLE REFERENCES FOR GILLINGHAM L.C. ARE INCLUDED ON MANNED BARRIER CONTROLS SHEET 1926B-3A.

Version			
Produced	MJT		06/05/04
Checked	PBB		2/06/04

DRAWN BY	SOURCE RECORD UPDATE		
TRACED BY	VERSION	PROD	CHECKED
CHECKED BY	AP2	AMW	ANB
	AY1	IH	PBB
	AZ1	IH	PBB
	BA1	MJT	PBB

GILLINGHAM
CONTROL TABLE REFERENCES

VERSION BA1

BRITISH RLYS (Southern Region)
SOUTHERN HOUSE, CROYDON.
Signal & Telecommunications Engineering Dept.
DATE

No.1926B

22"x 13"